

Entertainment.

GARRISON THEATRE.
BY PERMISSION
OF MAJOR-GENERAL E. DONOVAN, AND
LIEUT.-COLONEL HALL, AND
OFFICERS R.A.

**THE ROYAL ARTILLERY
DRAMATIC CLUB.**
will give
A PERFORMANCE, ON
TUESDAY
—AND—
WEDNESDAY,
the 15th and 16th April, 1879.
For the benefit of a Widow of the
Corps.

The Performance
will commence each EVENING,
with the
DOMESTIC DRAMA
in Two Acts, entitled
THE CHIMNEY CORNER.

To conclude
Each EVENING with the Original and
Entertaining FARCE, entitled
B. B.
By kind permission the Band of 27th
Innskillings will attend.

Price of Admission:
First Seats.....One Dollar.
Second do.....50 Cents.
Third do.....25 "

Tickets can be obtained at the OFFICERS'
MESS, SERGEANTS' MESS, and CANTEN
SERGEANTS, R.A., and 27th INNSKILL-
INGS, and at the Doors on the Night of
Performance.

Doors Open at.....8.30 p.m.
To commence at.....8.00 "
PUNKAS.
"GOD SAVE THE QUEEN."
Hongkong, April 10, 1879. ap17

Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be
hereafter named, unless previously dis-
posed of by private contract,—
THE HONGKONG DISTILLERY,

Situate at East Point, Hongkong, now
in Complete Working Order, and Cap-
able of Distilling upwards of 2,000
Gallons daily. The Property is of a most
valuable nature, comprising THREE
PIECES OF GROUND close to the
water, viz.:—Inland Lots Nos. 749, 781
and 782, with the Substantially Built
DWELLING HOUSE and BUSINESS PREM-
ISES, erected specially for the purpose
only a few years since, together with the
MACHINERY, ENGINES, STILL, VATS,
STOCK, and TRADE FURNITURE and FIT-
TINGS.

For further Particulars, apply to
Messrs SHARP, TOLLER, and
JOHNSON,
Solicitors, Supreme Court House,
Hongkong.
Hongkong, March 5, 1879.

PUBLIC AUCTION.

THE Undersigned has received in-
structions from H. Z. JUST, Esq.,
to sell by Public Auction, on

TUESDAY,

the 15th April, 1879, at 2 P.M., at his
residence, Green Mount,—

The whole of the HOUSEHOLD
FURNITURE, &c., comprising:—
English-made Cretonne covered Draw-
ing-Room Suite.
Black-wood Marble-top Centre Table,
Side Tables, Tea-boys and Writing
Table.

Carved Corner Whatnots, Card Table,
Glass Book Case, Ningpo Inlaid Table,
Chimney Glasses, Marble Clock, En-
gravings, Crystal Gasaliers and Gas-
brackets, and Sofa Carpets.

Extension Dining Table, Side-board,
Whatnots, Dinner, Dessert and Break-
fast Sets, Glass-ware and Plated-ware.
Brass-Beetle, Double-winged Ward-
robe with Plated-glass Door, Marble-top
Toilet Table and Washstand, Wardrobes,
Writing Desk, Copying Press, and one
Chubb's Iron Safe.

1 Phetson and a Mare, formerly be-
longing to C. M. KERR, Esq.

SADDLERY,

&c., &c., &c.
Catalogues will be issued, and the
whole to be of view on and after
Monday, the 14th Instant.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, April 8, 1879. ap15

Notices of Firms.

NOTICE.

THE Interest and Responsibility of
Mr. WILLIAM SALWAY in our
Firm CEASED on the 1st Instant. Mr. W.
WILSON will sign the Firm in Liquidation.

WILSON & SALWAY,
Architects, &c.

WITH Reference to the above, I have
admitted Mr. SUTHERBY GOD-
FREY BIRD as a Partner in the Business
will henceforward be continued under the
Name of "WILSON & BIRD."

W. WILSON.

Hongkong, April 7, 1879. my7

Notices of Firms.

NOTICE.

THE Interest and Responsibility of
Mr. WALTER SCOTT FITZ, in our
Firm in Hongkong and China, CEASED on
the 31st December last.
Mr. CHARLES VINCENT SMITH is
admitted a Partner from this Date.

RUSSELL & Co.
Hongkong, January 1, 1879. jyl

NOTICE.

MR. JAMES ANDERSON, formerly
Manager of the Foodrow DOCKS,
has this Day been admitted a Partner in
our Firm.

J. INGLIS & Co.,
Victoria Foundry, Wanchai.

Hongkong, April 1, 1879. jyl

Notices to Consignees.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE S. S. *Moray* having arrived from
the above Ports, Consignees of Cargo
are hereby requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

JARDINE, MATHESON & Co.

Hongkong, April 5, 1879. ap12

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship *Aratoun* Apsar, Capt.
MILNE, having arrived from the
above Ports, Consignees of Cargo by her
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding the discharge will be at
once landed and stored at Consignees' risk
and expense.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, April 5, 1879. ap12

FROM LONDON, SINGAPORE AND
PENANG.

THE Steamship *Galley of Lorne* having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed at their risk
into the Godowns of the Undersigned,
whence at 4 o'clock from the Wharf or Boats
delivery may be obtained.

Cargo remaining undelivered after the
14th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, April 7, 1879. ap14

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Ex "Peiho."

A ME (in diamond) H L 3 (underneath)
Nos. 3, Order, 1 case Cotton, from
London.

F V Mr. F. Vincenot, 25 bags Beans,
A-L from Saigon.

A No. 135/142, Assen, 8 cases Umbrellas,
from Marseilles.

A A No. 100, Messrs Melchers & Co., 1
case Merchandise, from Marseilles.

S P Order, 22 bags Stones, from Madras.

Hongkong, April 10, 1879.

Intimations.

F. HUTCHINGS
begs to announce to the Community
of Hongkong that he will be able to supply
BEEF, MUTTON, &c.,
from 1st October, and trusts that they may
grant him their support.

SHOP—WELLINGTON STREET, opposite
the Cathedral.
Hongkong, September 20, 1878

Volume Seventh of the

"CHINA REVIEW."

Now Ready.

No. 6—Vol. VII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Jottings from the Book of Rites.
Brief Sketches from the Life of K'ung-
ming.

The Glades of the Shik-ling.
Translations of Chinese School-books.
The Critical Linguistics of Wang Ch'ung-
ching in China.

Alchemy in China.
Appendix to Wylie's "Coins of the Ta-
ching Dynasty." "Hienfung" Period.
Short Notices of New Books and Literary
Intelligence.

Notes and Queries:—
A Few Pretty Additions to Dr Douglas'
Dictionary.

Trouble in China.
Ancient Vases.
Inheritance.
Greeting the Spring.
Adoption.
The Term Kwal.
Mongol and Yuan-pao.
Leasehold Usage.
Chinese Coins.
Coronation of the King of Loosoo.
The Cuihu Alphabet.

Books Wanted, Exchanges, &c.
China Mail Office.

Hongkong, March 24, 1879.

Intimations.

**HONGKONG WHARF & GODOWNS
STORAGE.**

GOODS RECEIVED ON STORAGE at
Moderate Rates, in FIRST-CLASS
GODOWNS, under European supervision;
and VESSELS Discharged alongside the
WHARF, on favorable Terms, with quick
despatch.

MEYER & Co.,
Proprietors.

Hongkong, November 29, 1878. my29

Not Responsible for Debts.

**Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—**

JOHANN FRIDRICH, German brig, Capt.
A. H. Kroneke.—Wielor & Co.

GOLDEN FLEET, British barque, Capt.
James Wiltshire.—Gilman & Co.

ONEIDA, British ship, Captain S. Clyma.
—Gibb, Livingston & Co.

URANOS, Norwegian barque, Captain L.
Berg.—Arnhold Karberg & Co.

TAIWAN, German barque, Captain C.
Jessen.—Arnhold, Karberg & Co.

QUEEN OF INDIA, British barque, Capt.
R. H. Cary.—Adamson, Bell & Co.

To-day's Advertisements.

FOR AMOY, TAMSUI & TAIWANFOO.

The Steamship
"HAILONG."

Captain Goode, will be de-
spatched for the above Ports
on SUNDAY, the 13th Instant, at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, April 11, 1879. ap13

SHIPPING.

ARRIVALS.

April 10, *Phetson*, British barque, 576
Schoel, Saigon March 24, Rice.—WIELER
& Co.

April 10, *Queen of India*, British barque,
390, R. H. Cary, Newcastle (N.S.W.) Jan.
30, Coaling—ADAMSON, BELL & Co.

April 12, *China*, British steamer, 1036,
T. Alderton, Yokohama April 3, Mails and
General.—F. & O. S. N. Co.

April 11, *Chop-chung*, Chinese R. C.,
from Futchow.

April 11, 9 p.m., *Fuyuen*, Chinese steamer,
920, Cronin, Shanghai April 8, 2.30 a.m.,
General.—O. M. S. N. Co.

DEPARTURES.

Apr. 11, *Carrie Wyman*, for Singapore.
11, *Wrecker*, for Macao.

CLEARED.

Citurnum, for San Francisco.

Uranos, for Bangkok.

Merionethshire, for Yokohama.

PASSENGERS.

ARRIVED.

Per *China*, from Yokohama, Lieut. A.
Lingham, and 8 Chinese.

Per *Fuyuen*, from Shanghai, Mr. McElnay,
and 56 Chinese.

TO DEPART.

Per *Thibet*, for Southampton, Messrs
John Brown and B. Young, and Capt.
Scott; for Venice, Messrs R. Broadsted
and Parker; for Singapore, Mr. and Mrs.
Sit, and Tan Kim Nuan and servant.

SHIPPING REPORTS.

The British barque *Phetson* reports:
Light Easterly winds throughout the
passage.

The British barque *Queen of India* re-
ports: Light winds and calm for the first
part of the voyage; crossed the Equator in
165 E. (41 days out), since then have had
moderate trades and fine weather to port.

The Chinese steamer *Fuyuen* reports:
First part moderate winds with thick fog
as far as Hsashu, thence to port strong
N.E. gale and cloudy weather.

CARGO.

Per *Thibet*, to London, 881 bales Silk,
48 boxes Silk Piece Goods, 56 bales Waste
Silk 31 cases Tea, and 683 pkgs. Sundries
To Continent, 121 bales Silk, 2 bales Waste
Silk, and 41 pkgs. Sundries. To New York,
77 bales Silk, 5 cases Silk Piece Goods, and
32 pkgs. Sundries.

POST OFFICE NOTICES.

MAILS will close:—

For MANILA.—
Per *Olympia*, at 2.30 p.m., on Saturday,
the 12th inst.

For SAIGON.—
Per *Pernambuco*, at 5 p.m., on Saturday,
the 12th inst.

For SWATOW, AMOY, & FOOCHEW.—
Per *Douglas*, at 5 p.m., on Saturday,
the 12th inst.

For AMOY, TAMSUI, and TAIWAN.—
Per *Hailong*, at 9 a.m., on Sunday, the
13th inst.

For STRAITS SETTLEMENTS, AND
CALCUTTA.—
Per *Moray* and *Aratoun* Apsar, at 2.30
p.m., on Wednesday, the 15th inst.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Thibet*,
will be despatched on SATURDAY,
the 12th April, with Mails to and
through the United Kingdom and
Europe via Brindisi or Southampton;
to the Straits Settlements, Bataria,
Batavia, Ceylon, India, Aden, Egypt,
Malta, and Gibraltar.

N.B.—This Packet carries no mails for the
Australian Colonies, S. or S. Africa,
nor for Mauritius.

POST OFFICE NOTICES.

MAILS will close:—

For SAIGON.—
Per *Cassandre*, at 5 p.m., on Friday, the
2nd May.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Alaska*, will
be despatched on TUESDAY, the 15th
April, with Mails for Japan, San
Francisco, and the United States,
which will be closed as follows:—

2.15 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes, but Letters
(except for Non-Union Countries) may
be posted on board the Packet with
Late Fee of 18 cents extra Postage
until the time of departure.

Correspondence for Non-Union West Indies
(except the Bahamas and Hayti),
Monte Video, Paraguay, and Uruguay
can no longer be sent by this route.

Hongkong, March 21, 1879. ap15

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Anadyr* will
be despatched on SATURDAY, the
19th Instant, with Mails to and
through the United Kingdom and
Europe, via Naples; to Saigon, Straits
Settlements, Batavia, Barmah, Ceylon,
India (via Madras), Australia, New
Zealand, Tasmania, Fiji, Aden, Sey-
chelles, Réunion, Mauritius, St. Pe-
tersburg, and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

HOURS OF CLOSING

THE CONTRACT MAILS.

The following hours are observed in closing
Mails, &c., by both the British and
French Contract Packets:—

Day before departure,—
5 p.m.—Money Order Office closes; Post
Office closes except the Night Box,
which remains open all night.

Day of departure,—
7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and
patterns ceases.

11 a.m.—Mails closed, except for Late
Letters.

11.10 a.m.—Letters may be posted with
Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes
entirely.

11.40 a.m.—Late Letters may be posted
on board the packet with Late Fee of
18 cents until time of departure.

Shipping Intelligence.

The following is corrected from the latest
London and Colonial Papers, &c.:—

VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From.

Oct. 16, Rosine, Cardiff.

19, Hermann, Bremen.

Nov. 21, Fulda, Hamburg.

29, Rosaire, Cardiff.

Dec. 18, Blenheim, Flushing.

21, Kong See (s.), London.

23, Glamis Castle, Cardiff.

Feb. 2, Vale of Doon, Antwerp.

12, Edward Barrow, Hamburg.

12, South American, Penarth.

13, Vigilant, Cardiff.

15, Breconshire (s.), Glasgow.

30, Greatst. Constitution, Hamburg.

23, Monte Rosa, Cardiff.

23, G. C. Truant, Cardiff.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glenacres. Glenacres.

Glengow. Breconshire.

Sailing Vessels.

Carrieks. Agnes Muir.

Abbey Town. Rme.

Windhover. Werra.

Whiteadder.

At Liverpool.

Antenor (s.) Adam M. Simpson.

Orestes. Agamemnon (s.)

At Cardiff.

John A. Briggs.

Quotations.

HONGKONG, April 11, 1879.

OPIMUM.—New Peiho, cash, \$555

" Old cash, 550

" New Benares, cash, 550

" Old cash, 550

" New Malwa, credit, 750

" Allowance Taels, —

" Old Malwa, credit, —

" Allowance Taels, —

Exchange.

Bank, Wire, ... 8/8

much the same characteristics—the same gilded chairs, josses, and comestibles being always present; the same barbaric beating of gongs and screeching of reed instruments serve alike to escort the bride to her future lord and master, or the body of some defunct relative to the tomb of his ancestors. Indeed one might almost suppose the roasted pig serves a generation of mourners and merry-makers, were it not that we know that pork, however temptingly cooked and dressed, will not keep its toothsome flavor for aye. Whatever sameness there may be in these processions, they are all so different from the processions of the Celestials, who look on with evident delight, probably with the same feelings as we do on our annual Lord Mayors' pantomime. The procession of to-day was somewhat different to the generality of these demonstrations, as, besides the chairs, the trays of "chow-chow," the banners, carried by dirty coolies arrayed in tawdry finery and the inevitable screeches of pipes and beating of gongs, there were little boys on horseback with painted faces and arrayed in finery, while there were others carried on trays, some wearing long beards. It looked for all the world as if a Chinese Circus troupe had arrived and were advertising themselves in approved Circus style. Can any one tell us what it all meant?

The Spanish steamer *Leyte*, which arrived here on the 8th instant, was yesterday hauled onto Mr McDonald's slip to undergo extensive repairs necessitated by her collision with the steamer *Cebu* on the 21st January last. Looking at her as she now lies on the slip it appears astonishing that she was not lost. There is a rent on her starboard bow several feet wide, extending from the rail to within a couple or three feet of the keel, in the form of the letter V; and her bow is twisted considerably. She has, in fact, received a severe twisting throughout her whole length, which must considerably weaken her. Her beams and decks are loosened, especially forward. The vessel, it may be remembered, was beached after the collision on the Isla Verde, and Mr Fenwick, of Messrs Inglis & Co., left here with a number of workmen to make temporary repairs, which was done by rivetting plates on the outside. The work reflects great credit on Mr Fenwick and the engineers belonging to the steamer. We understand that it will be necessary to cut away a large portion of the fore part of the vessel and rebuild it to make a good job of it. The *Leyte* is a Glasgow-built steamer, and had the reputation of being one of the fastest vessels engaged in the trade. It is to be hoped the accident will not diminish her speed or her reputation.

The *Overland China Mail*, for to-morrow's English Mail (11 pp.), contains:—

Editorial Articles.—The Wuh-shih-shan Difficulty, Education Report for 1878, An Impracticable Measure, in the C. U. O. still the Law of Hongkong, Our Permanent Defences, "In Bankruptcy," The Yesso Court of Inquiry, A Public Interview with Closed Doors, Newspaper Reports and Public Courts, Immigration at the Straits, Sir Thomas Wade on the Blockade of Hongkong, Difficulties in the way of Honest Emigration.

General Articles.—Chinese Notes, The Enquiry into the Loss of the S. S. Yesso, The Annual Report on the Government Schools, Physical Geography, An Excursion to Macao, The Shanghai Chamber of Commerce, Chinese Immigration at Singapore, Review, Supreme Court, Canton, Fire on the Praya, Fatal Attack on a British Barque, The "Glees," Sir Brooke Robertson, Correspondence, Latest Reuter's Telegrams, Police Intelligence, The Religious Celebration at Macao, Commercial Summary, Miscellaneous, Shipping Intelligence.

OUR staid contemporary the *Friend of India*, who seldom can be accused of perpetrating a joke "solely in forms its readers that they will not doubt be glad to hear that a tablet is being placed in the Memorial Church at Calcutta, the inscription on which is to the effect that it is erected in memory of several persons (names given) murdered in 1857, "hard by this spot, by order of the Lieutenant-Governor." This reminds one of the inscription on the Scotch grave-stone,—"Erected in memory of William Graham, who was accidentally shot as a mark of affection by his brother."

We read in a generally well-informed contemporary that the illustrious visitor now approaching our shores, General Grant, and Lord Napier of Magdalen became very fast friends on the occasion of the visit of former to Gibraltar. A number of entertainments were given by the various messes on the Rock in honor of the General, and the troops had a grand field-day. (We are told that "there was some surprise that the General did not wear his uniform at the review; but the American Consul said that Ulysses had tired of his uniform and sent it home. However his horse-manship was a theme of universal admiration. The soldiers did their best in marching and manoeuvring. Lord Napier was greatly pleased, and said he had never seen them do so well in his life, and he supposed they were putting their best foot forward for the Yankee commander. It was rather a trial to undergo the inspection of a man who had commanded over a million of men and taken part in most instances as commander, in fifty pitched battles." The General, we hear, favourably impressed everybody who saw him in Western India with his quiet and unassuming demeanour.

The Government General of Netherlands India has been asked what he has to report

thick-skinned Governments of some other places would very much like to do if they dared. It amuses one to read that a circular has been addressed by the public Prosecutor there, to the Editors of the Batavia newspapers, by which they are cautioned "on the part of the Attorney General of the Supreme Court of Netherlands India, not to write or to publish any thing calculated to invalidate the binding force of the laws, or at which the establishment of powers might take offence." The result of this ridiculous style of holding the press in terrorism is that, instead of a manly tone prevailing in representation made to Government, the petitioners can only humbly venture to remark that "the respect due to the Government does not allow of describing the feelings with which on the new year's eve of 1878, the said laws have been received, not only by the undersigned themselves, but they may add, by the whole of the Batavia European community." The occasion of these feelings that cannot be described was the imposition of an oppressive form of license-tax, a five per cent. tax on the value of dwelling houses, and a two per cent. tax on the value of household furniture, which coming into force on January 1st, were mentioned to the public for the first time in the *Gazette* published on the previous day.

CORRESPONDENCE

GENERAL GRANT IN HONGKONG.
To the Editor of the "CHINA MAIL."

SIR—I am quietly sitting, here calmly and philosophically awaiting a disagreeable batch of arrangements for receiving Gen. Grant. You wisely suggested on Monday that the Government would not be up to much. Well, seeing that the present Government has been one unrippled euphonic failure ever since the day it started, there is little doubt it will prove itself quite equal to the emergency in the present occasion; and if it tries to do anything, will not pardon a few of the most hardened rascals we have in the gao, to celebrate the General's visit. But, excuse me, you miss it, when you say, that failing the Government "the initiative clearly enough rests with the American residents here, or the Consul of that country our illustrious visitor so adorns." It seems to me Grant is not coming here to visit the American Residents; he is coming to visit Hongkong. The residents of Hongkong, therefore, if he is to be welcomed or fetted in any way, are the folks to take up the arrangements. Now, how is it to be done? I should say, let a plain short request be addressed to the Chief Magistrate of the City, signed by half a dozen of our leading men, an Englishman, a Scotchman, an Irishman, an American, a German, and a Chinaman, to call a public meeting soon, in the afternoon, to arrange for that public welcome, and the table address (which Mr. Grant might kindly draw up), the old General so nobly has won. Unless this be done, and that speedily, the one will leave it to the other, the other will leave it to the one, and that hash I solemnly contemplate will slide in before we are aware of it. It would not be good form for the Americans to take it up. And were it so, the present Consul has much chance of leading any successful or popular movement amongst the Americans here. The general community have got to do it, and it will be a great pity if that same community does not do it. It will be handed down as presumptive evidence against us that we really did become so demoralised under the Pope-Hennessy rule that we had not common civility left in us. Who leads?

G. C.

COLLISIONS WITH JUNKS.

To the Editor of the "CHINA MAIL."

SIR,—In the recent case before the Supreme Court, in which the junk carried a light, she was not legally compelled to do so as boats of her class did not come under the provisions of the Merchant Shipping Act; and he said he could cite cases in support of his contention; at the same time referring to the case of a dunnage-barge which was run down whilst drifting along a river, and had recovered damages. Later on Mr. Sampson, the Chief Boarding Officer, stated that during his eleven years' experience here, he had never heard of any rule for junks carrying lights, and had never seen or heard of them carrying side lights; they did carry a light at the mast-head, but he knew of no obligation for sea-going junks to carry lights at all. If this be so the "sooner some regulations are framed compelling all junks trading out of this port to carry side-lights the better. Of course the British Government cannot compel junks trading on the coast of China and not registered here to comply with our maritime regulations, but it can at least, in fairness to its subjects, render all claims for damages through collision nugatory unless the regulations as to lights have been complied with. The dangers of navigation on this coast are great enough without the extra responsibility a shipmaster incurs of having to pay heavy damages for every old match-box of a junk which chooses to thrust itself under the bows of his steamer on a dark night. Whether or not old dunnage-barges on rivers in England are compelled to carry side-lights, or whether they are permitted to drift with the tide to the danger of craft being navigated on those rivers in a sensible and seaman-like manner, is beside the question. Here it is not a question of river navigation where one may expect to meet with all sorts of obstructions, but of navigating the high seas. A vessel is perhaps going at the rate of 8 or 9 knots an hour with plenty of sea-room. The night is dark, lights are burning brightly, a good lookout is being kept, and everything is being done in a business-like manner. Suddenly the loom of some dark object is seen ahead, the night glasses are brought to bear on it, and it is made out to be a junk; it is impossible, however, to say how she is heading, till at length it is discovered that she is standing right across the steamers' bows. The order is given to port or starboard, but the junk at the same time alters her course and a crash follows. The order which masters trading on this coast invariably give before going below is "keep a good look-out for junks," but notwithstanding all the caution used the number of narrow escapes are tremendous. Junksmen have also a strange presumption that it is lucky to cross a steamer's bows, and this increases the danger. I have myself seen junks which were evidently intending to do this, hailed by the officer on watch and warned to keep away, but they have paid no attention, and the steamer has had to be stopped to

prevent collision; the junk people's jeering laugh being plainly heard as soon as they had carried their point. They cannot but know the fearful risk they run, but almost everyone trading on this coast must have noticed the persistency with which they adhere to the practice. If compensation in cases of collision were refused to owners of junks when it is clearly shown that no side-lights were used, it would do much to bring about a better state of affairs.

A. SALT.

China.

AMOI.

Mr. Coulthard proceeds this day (2nd) in the str. *Douglas* to Hongkong en route for Amoy on next leave, and we learn that Mr. Simpson takes over the charge of the Post office, pending the arrival of a junior assistant. We may add that Mr. Coulthard has been stationed at Amoy nearly two years, and that he carries with him the best wishes of this community for his speedy restoration to health.

To-day (5th) is the great spring festival known to the Chinese as *Tsing Ming*. The chief feature of its observance consists in repairing to ancestral tombs, and making offerings of meat and vegetables to the spirits of the dead. From these, the flavour only is extracted by the spirits themselves, who kindly leave the grosser tissues to be consumed in the evening by the pious sacrificers. At any time within ten days before or after this date the graves may be decked with joss-papers and small silken banners. On the day itself, the women of Amoy usually insert a few stalks of new grain in their hair.

Japan.

(Mail.)

In another column we publish an account, translated from a native newspaper, of the process of timing a sermon adopted by the Japanese at Hakodadi. The account is a prospect of a similar trade being established at Nagasaki. Our contemporary at that port mentions a report that in view of the coming exhibitions at Sydney and Melbourne, several enterprising merchants of Nagasaki are about to establish a company, for the purpose of preserving and timing a few articles of diet, among which fish (*Tai*) and the young bamboo root will occupy a prominent place. In the opinion of our contemporary, the timed salmon from Hakodadi which he has tasted is as good if not superior to that which comes from Europe and America.

H. E. Shishido, the Japanese Minister of the Legation for China Mr. Tanabe, the first Secretary; Mr. Takezoya the 3rd Secretary of the Finance Department who has been ordered to China; Mr. Hanabusa the Charge d'Affaires for Korea; Mr. Kondo the 3rd Secretary of the Foreign Affairs Department; Lieut. General Tokushima; Captain Taniguchi and Ensign Nijima (who have been ordered to Germany and France); being about to leave this country for abroad, were on the 22nd inst., admitted to an audience with H. M. the Emperor.

Mr. Hanabusa, the Charge d'Affaires for Korea, is to be escorted by the new mail-boat *Hakko Kwan* and *Takao Kwan*. They will leave here on the 1st April next for Korea.

In accordance with the announcement, the first ordinary meeting of the Tokio Fu Assembly took place on the 20th instant. At the beginning of the sitting, the Governor of the Tokio Fu addressed the members and expressed his gratification at their attendance. He asked them to debate carefully upon the bills submitted for their consideration, as this Assembly would be looked upon as a model for the representative assemblies throughout the country. The President then called upon the members to vote for the election of a Vice President, which office was still vacant, through the refusal of Mr. Fukusawa who was elected Vice-President at the previous meeting, to accept the post. The balloting resulted in the election of Mr. Hotta who accepted the appointment. The discussion upon the "Rules of Deputies to the Fu Assembly" was then commenced and carried on to the 3rd article, when, it being 10 o'clock p.m., the meeting adjourned.

The adjourned meeting of the Tokio Fu Assembly took place on the 22nd instant, and the consideration of the Rules of Debate from the 4th Article was continued and carried on the 18th Article, which completed the bill. A few amendments were made in the original draft. The rules respecting the admission of spectators to the Fu Assembly, and other matters, were also considered. The meeting adjourned at 9:20 p.m.

On the meeting of the Tokio Fu Assembly being resumed at 5:10 p.m. on the 24th instant, the President informed the members that he had submitted the two bills viz.—the Rules of Debate in the Fu Assembly and Rules for the admission of Spectators, which the Assembly had finished considering, to the Governor of the Tokio Fu, and that they had been approved by him. Various questions, relating to the Estimates of Public Expenditure to be drawn out of the local taxes during the 12th financial year of Meiji, were then put to the floor of the Tokio Fu representing the Governor, and replied to by him. The meeting then adjourned at 7:40 p.m.

The estimates in question were further discussed at meetings on the 25th and 26th instant.

The *Yomuri Shinbun* says that a Marine Insurance Company is to be established with a capital of Yen 900,000. But until that amount of the capital has been collected, the office will be shortly opened in Kayabacho, Tokio, with a capital of Yen 50,000, the necessary shares being subscribed for by the *Alta* and *Bishi* Steamship Company.

Their Excellencies Iwakura Okuma, and Tokudaiji, favoured the Shindzuisha (the Match-making Company) in Yanagiharacho, Tokyo, with a visit of inspection, on the 23rd instant. This company has lately greatly advanced in prosperity and is now said to produce about 500,000 dozen of matches per month, about 1,000 workmen being employed.

The Terrible—"Ma! to ladies ducks?" Ma—"Why no, Willie; what in the world put that in your head?" Pa (at the window)—"Whoops! Willie! come here quick and see these yere dogs a-fightin'! Jus' look at 'em though!"—*Louville Courier-Journal*.

In struggling to make a dull-brained boy understand what conscience is, a teacher finally asked, "What makes you feel uncomfortable after you have done wrong?" "Father's leather strap," feelingly replied the boy.

Manila.

The *Gazeta*, by order of the Most Excellent Sir General of Marine, in view of the opinion expressed by the Fiscal and the auditor of the Corps, gives publicity to the humanitarian deed performed by the second engineer of the steamer *Macdon*, on the night of the loss of that vessel. It runs as follows:—

"The high humanitarian conduct of Mr. James Allison, second engineer of the steamer *Macdon*, who, according to the report of the loss of the said vessel, in the lamentable moment in which the vessel was foundering, on the night of the 17th January last, gave his life-belt to a lady-passenger who was at the time in the starboard side of the vessel near the engine room, thus securing her safety at a moment of imminent peril to himself, deserves, for the nobility of his soul thus revealed, and the generous sentiments demonstrated, and he known by all those who follow the honorable profession of mariner. With this view and as an example worthy to be borne in mind by them in the execution of their very perilous duties, I think the said deed must be made public by means of the *Gazeta* in this place, directing also the Marine Office, sub-delegate of Marine, and Captains of the Port to make it public by posting copies of the same on the usual sites in their dependencies."

THE WAR IN ZULULAND.

QUESTIONS TO BE ANSWERED.

Under the above heading the *Daily News* points out with much clearness the questions which the public have a right to put, and to insist upon having answered, in connection with the Central Column of the army in Zululand.

From the accounts which we have given of the Central Column our readers will remember that on Jan. 22 this column was divided into three parts. The rearmost portion of the column, which consisted only of about eighty men, under Chard and Bromhead, occupied a position about a mile and a half to the north of Rorke's Drift, the ford over the river Tugela. The middle portion, 500 men, under Col. Durnford or Col. Palline, which it is not yet certain, was about ten miles distant from Chard, in a northerly or north-easterly direction. The foremost portion, consisting of the main body of the central column, under Lord Chelmsford himself, was about twelve miles to the north or north east of the middle portion, and consequently about twenty-two miles from the rearmost portion of the column. There is nothing unusual or extraordinary in this arrangement of the column; but on the day in question, Jan. 22, an event took place in this column which was more than unusual or extraordinary. On that day some hundreds of British soldiers were slaughtered from want of ammunition about a mile and a half from their camp, which contained a quarter of a million cartridges. This is a fact which can be neither palliated nor denied.

The questions which must be put and answered as to this portion of the column are three in number:—Who was the officer in command? What were his orders? And, Under what circumstances were the men moved forward a mile and a half from their camp, with no supply of ammunition but that in their pouches? We are far from saying that satisfactory answers will not be found to these questions; all we hold is, that the questions must be put. Only two questions need be asked as to the foremost portion of the column, but these two questions must be thoroughly answered. The first is—How happened it that a large column of the enemy's forces, about 15,000 in number, succeeded in placing itself, without being observed, upon the rear of a British force, destitute of cavalry perhaps, but certainly possessed of a number of mounted men? The second is—Under what circumstances was an enemy, only twelve miles distant, permitted to carry off the reserve ammunition and transport of a column of English troops?

If King Cetewayo possesses a twentieth part of the knowledge of tactics which has been lately ascribed to him he has no doubt long ere this proposed a question, to the general commanding his forces in the neighbourhood of Isandula which that general will have considerable difficulty in answering. The question would run something in this way—Having placed yourself upon the rear of the enemy's main body, annihilated a large part of his force, captured most of his commissariat and transport and all his reserve ammunition, how happens it that you permitted a white man to recross the Tugela alive? We admit our total inability to assist the Zulu commander in answering the question. After gaining a success and a position which only now and then fall to the lot of a Napoleon or a Molke, he permitted his victory to slip from his hands in the most unaccountable manner. To complete his triumph there was apparently required, not a knowledge of tactics, but a little of that cunning which is generally attributed to savages. By a little patience he might have starved or worn out Chard and Bromhead by a little patience, and manœuvring he might have jeopardised, if not destroyed, Lord Chelmsford. He did neither; but it is not pleasant to reflect that the existence of the central column is in a great measure due to the bungling of a savage commander.

At present we have no right to conclude from anything we have heard that satisfactory answers will not be forthcoming to the questions we have mentioned. We earnestly hope that the answers will be full and complete, for the questions must be put and must be answered.

Sir J. Hay was awkwardly "cornered" by the Irish members on Feb. 27. He said that the Zulu war had come upon the Government as a great surprise—that there had been no order from the Government to carry the war into the Zulu country. Thereupon the Irish members insisted that the Government were not to blame Sir Bartle Frere must be, and should be held responsible. His statement to Cetewayo, said Mr. Sullivan, was "the most audacious document that had seen the light for a century." It was "impudent" and "wicked," and the war "unjust and as blameable as that waged against the liberty-loving people in the American Colonies." Sir John Hay rose and emphatically denied that he had thrown the blame on Sir Bartle Frere. But the Irish members persisted—if the Government was not responsible nor Sir Bartle Frere, who was?

The Prince Imperial, the son of Napoleon III., has obtained permission to attach himself to the staff of the Royal Artillery for the purpose of accompanying the bat-

teries now under orders for South Africa. The Prince sailed from Southampton on Feb. 27, on board the Union Steamship Company's vessel the *Danube*, for Natal. The Prince strenuously positioned for a commission to serve with the English force at the Cape; but failing to overcome the unavoidable objections to the proposal, he resolved to go out as a volunteer, and to attach himself in that capacity to the column that is most likely to see the sharpest fighting.

A little scrap of news from the Cape which helps to a just appreciation of the incidents on the Zulu border is highly prized. Here is a paragraph from a letter from an officer attached to Col. Glyn's column. It is dated Jan. 27, and reached Aldershot Camp by the mail just arrived. "We arrived (he says) too late to be of service. The sight I witnessed at the Drift exceeds anything I saw during the Mutiny. I could hardly recognise Chard, for he had his tunic off, and was begrimed with powder. Bromhead and his people must have fought like demons. Their only protection against the Zulus consisted of meal bags, and they were so low that anyone who had pluck enough could have jumped over them." The writer adds:—"The Chief feels our misfortune very keenly; but nobody here blames him for it, as we all think had—stuck to his camp nothing of the sort could have occurred."

The prospects of active service have stirred the whole army to its depths, and if any member of the Peace Society could have been induced to enter such a nursery of wickedness as the War Office, and have beheld the stream of applicants and the torrents of letters pouring on the devoted occupants of the official seats of power for the last fortnight, he would perhaps be led to think the advent of his millennium rather more distant than he supposed—as far as this island is concerned, at all events. As was naturally to be expected, the officers of the Household Cavalry and of the Brigade of Guards, whose corps are not destined for such work as Zulu wars, were urgent in their applications, and married and single vied in their eagerness for employment—indeed, the former were, perhaps, more pressing than the latter, actuated, no doubt, by the desire to show their devotion to duty and their readiness to sacrifice all they held dear in order to serve the country. But not only from British-born, but from foreign officers have volunteers come forward, and the Prince Imperial (as mentioned elsewhere) and several of his countrymen have made similar offers, but of course no authority exists for the acceptance of such services.

COMMERCIAL.

April 10. Nothing of special importance has occurred in the position of the market for Bengal Opium, since the dispatch of last mail. Though the rates for both kinds slightly advanced prior to the receipt of the month's supply, they receded subsequently, and the business in Patna has been fully up to the average. For Benares there has been a limited demand. The present rates are given at \$550 to \$562½ for Patna, and \$530 to \$532½ for Benares.

The receipts for the month, so far, give the aggregate of 3,951 chests, against 3,992 to the corresponding date last year. During the interval that has elapsed, some 900 chests have been taken by the local consumers, against 550 chests at the corresponding period last year. This, with the exports, leaves the available supply computed at 3,250 chests, against 4,200 chests same time last year. Of this last quantity 1,000 chests were Benares, of which kind the present stock comprises a similar quantity.

MESSRS. HINEMANN & Co.'s Freight Circular for the Mail of Saturday, 12th April, says:—

During the past fortnight demand for tonnage homewards has continued weak, but there has been a good inquiry for small vessels coastwise, and freights are firm. Homewards, no settlements have been effected from China ports, the berth for London and New York being still well supplied, and from the Philippines very little business is offering either to the United Kingdom or the States.

Coastwise, a fair demand for steamers from Saigon to this port continues, and former rates have been maintained. For the Northern ports small vessels are in good demand, but though suitable tonnage is very scarce, freights have remained unchanged.

The British barque *Golden Fleece*, 993 tons, proceeds to Burrard's Inlet (Vancouver's Island) under orders from Home. The Norwegian barque *Staut*, 687 tons, has cleared for Chetoo "seeking." The British ship *Onida*, 2,293 tons, has taken the berth for San Francisco.

The disengaged tonnage in port, amounts to 9 vessels, registering 6,453 tons, steamers not included.

The following are the settlements:—

American barque Carrie Wynn, 450, Singapore to Philadelphia, private.

British ship Clithrum, 1886, to San Francisco, private.

American barque W. A. Holcomb, 998, to Portland (Oregon), \$4,000 gold in full.

American barque B. F. Watson, 993, Saigon to Manila, 25 cents per picul, 35 lay days.

British 3 m. schooner Catherine Marden, 287, Saigon to Manila, 25 cents per picul, 20 lay days; from Suai back to Hongkong (Sapan wood), 30 cents per picul.

British schooner Louise, 280, Nagasaki to Tientsin, \$4½ per ton of 20 cwt.

British barque Mangerton, 330, to Haiphong, Touron, and back to Hongkong via Haiphong and Touron, \$4,250 in full, 17 lay days.

German barque Jan. Peter, 836, Bangkok to Hongkong (inside the Bar), 32½ cents per picul, (outside the Bar) 27½ cents per picul, 35 lay days.

French barque Reperance, 272, Bangkok to Hongkong (inside the Bar), 32½ cents per picul, (outside the Bar) 27½ cents per picul, 32 lay days.

German barque Johann Friedrich, 242, Whampoa to Tientsin and back to Hongkong via Newchwang, 54 cents per picul, 30 lay days.

German barque Taiwan, 578, Whampoa to Tientsin and back to Hongkong via Newchwang, 52½ cents per picul, 40 lay days.

British brig Victory, 265, Whampoa to Tientsin and back to Hongkong via Newchwang, 52½ cents per picul, 35 lay days.

Whampoa, 55 cents per picul, 35 lay days.

German barque Friedrich erthes, 448, Whampoa to Cebu and back to Hongkong via Newchwang, 55 cents per picul, 35 lay days.

British steamer *Argyll*, 1271, Saigon to Hongkong, 22 cents per picul, 12 lay days.

British steamer *Toriot*, 1262, Saigon to Hongkong, 21½ cents per picul.

British steamer *Pennambuco*, 642, Saigon to Hongkong next trip, 22½ cents per picul, 8 lay days.

British steamer *Radnorshire*, 1572, to Singapore, Penang, and back to Hongkong via Saigon, 40 cents per picul.

British steamer *Bengloe*, 1260, Saigon to Hongkong, 10 cents per picul.

British steamer *Glenorchy*, 1389, Saigon to Hongkong, 20 cents per picul.

British steamer *Alban*, 1286, Saigon to Hongkong, 20½ cents per picul.

British steamer *Killarney*, 1080, Saigon to Hongkong, 21 cents per picul.

British steamer *City of Santiago*, 1286, Saigon to Hongkong, 21½ cents per picul.

British steamer *Giantallo*, 1886, Saigon to Hongkong, 21 cents per picul.

British steamer *Gleniffer*, 800, Saigon to Hongkong, 22 cents per picul.

British steamer *Radnorshire*, 1272, Saigon to Hongkong (re-charter), 22½ cents per picul.

British steamer *Atholl*, 922, to Singapore and Penang, \$9,500 in full, and Saigon to Hongkong, 22 cents per picul, 10 lay days.

German steamer *Cassandra*, 988, to Saigon and back to Hongkong, 26 cents per picul, 16 lay days.

British steamer *Penedo*, 632, to Manila, 25½ cents per picul, and from Saigon to Hongkong, 22½ cents per picul, 8 lay days.

British steamer *Dea*, 645, to Iloilo, \$5,000 in full, 10 lay days.

British steamer *Charlton*, 786, to Saigon, \$1,100 in full, and from Saigon to Iloilo, 37 cents per picul, and from Saigon back to Hongkong, 22½ cents per picul.

British steamer *Thales*, 820, Bangkok to Hongkong, 37 cents per picul, 12 lay days.

MESSRS. DEACON & Co.'s Canton Market Report, dated Canton, 10th April, says:—

In our last report, dated 27th ultimo, we advised the first shipments of New Season's Cong-oo, and since that date further moderate transactions at this port, amounting to about 1,250 boxes, have been recorded; at Ma a, contracts and market settlements have reached about 5,000 boxes. Erics have ranged from Tls. 13 a 22 per picul, and are on an average about Tls. 4 a 5 lower than last season.

We cannot report favourably of the drop, the teas being all more or less deficient in quality; as far as we have seen at present it cannot be considered equal to the first crop of last season, and fine teas are apparently very scarce.

Shipments to date, are:—

22 March, S.S. *Djinnah*, 14,07 lbs.; 28 " " *Prism*, 7,694 " 29 " " *Bokhara*, 2,940 " 5 April, " *Amazona*, 78,992 "

Total, 103,533 lbs.

Shipments to this date last season were 134,168 lbs.

SILK.—There is no information to supply regarding this article. The only settlement of Taelce needs in the past two weeks is 30 bales of "Curio."

Season 1878-1879 may now be considered closed, and it is unlikely that any purchases of importance will be made before the arrival of the New Silk. At this early period we are of course unable to anticipate the prospects of the coming crop.

Long reals.—Of these sorts only 10 piculs are said to have changed hands.

S. reals.—100 boxes of Cumbuch and Lucklow are reported settled at former quoted rates.

Stock has been still further diminished on account of native demand, and is now estimated at 200 bales Taelce, 20 bales Kowkong, 50 bales Cumbuch and Lucklow, and about 200 bales of mixed common sorts.

We cannot give any quotations, "Waste."—There are no settlements reported.

Export of Silk.—Export to date:—To London, 4039 bales; to Continent, 5148 bales; to America, 7567 boxes; to Bombay, 2398 piculs;—total, 9187 bales, 7667 boxes, and 2398 piculs. Of Waste, 8074 bales, and Pierced Cocoons 809 bales for Europe.

SETTLEMENTS FOR THE PAST MONTH.

1878-79. 1877-78.

To Let.

TO BE LET.

On 'Shameen—Canton.

THE SPACIOUS PREMISES lately occupied by Messrs OLYPHANT & Co., comprising: DWELLING HOUSE, with GARDENS, TEA and SILK ROOMS attached. For Particulars, apply to EDWARD DAVIS, Canton, March 12, 1879. ap12

TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD. Apply to J. NOBLE, No. 8, Queen's Road. Hongkong, March 13, 1879. ap13

TO BE LET.

THE Building known as the LUSIFANO THEATRE in ELGIN STREET, with the Out-buildings adjoining. These Premises, from their central position and considerable extent, would be very suitable for a SCHOOL-HOUSE, or for a FURNITURE WAREHOUSE, BAZAAR, or STORE. Apply to H. W. DAVIS, 2, Queen's Road. Hongkong, April 3, 1879. ap16

TO LET.

NO. 2, WESTBOURNE VILLAS, recently occupied by Mr DANBY. Gas and Water laid on. Apply to LINSTED & Co. Hongkong, April 10, 1879. ap17

TO LET—AT WANCHAI.

FIRST CLASS GODOWNS. Goods of every description Landed and Stored. For terms, apply to LANDSTEIN & Co. Hongkong, April 4, 1879. j34

TO LET.

HOUSES, Nos. 8 and 9, SEYMOUR TERRACE. DAVID SASSOON, SONS & Co. Hongkong, April 8, 1879.

TO LET.

OFFICES in CLUB CHAMBERS. The BUNGALOW No. 3, OLD BAILY STREET. Apply to DOUGLAS LAPRAIK & Co. Hongkong, April 8, 1879.

TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next. Apply to LANDSTEIN & Co. Hongkong, February 4, 1879.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situated on Praya East:— FIRST FLOORS of Nos. 2, 3 and 4, Praya East, with immediate possession.

As also,

A FRONT and BACK ROOM in the DWELLING on the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

Also,

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented. For further particulars, apply to MEYER & Co. Hongkong, March 4, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central. Apply to TURNER & Co. Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central. Apply to WO HANG, Nos. 6 and 7, Praya West. Hongkong, January 2, 1879.

Mails.

U. S. MAIL-LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th April, at 3 p.m.; taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES in COMMISSION.

Freight will be received on board until 4 p.m., of 14th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents. Hongkong, March 21, 1879. ap15

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES.

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 19th April, 1879, at Noon, the Company's S. S. ANADIE, Commandant BRENET, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th April, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, April 7, 1879. ap10

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. OCEANIC will be despatched for San Francisco via Yokohama, on or about May 5th, 1879, at 3 p.m., taking Cargo and Passengers to Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 4th May. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 27, Queen's Road Central.

H. M. BLANCHARD, Acting Agent. Hongkong, April 1, 1879. my8

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHRS & Co., Agents, Royal Insurance Company. Hongkong, October 27, 1874.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Undersigned having been appointed Agents for the above Company, have this Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

MEYER & Co. Agents, Hongkong, February 10, 1879.

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents. Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Kinks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRE, Secretary. Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 26, 1872.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

MEYER & Co. Hongkong, August 13, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH, Secretary. Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 "

Reserve Fund and undivided profits £ 120,000 "

Annual Income £ 260,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co. Hongkong, October 15, 1868.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARTHUR, KARBURG & Co., Agents, Hongkong & Canton, Hongkong, January 4, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Arratoon Apar...	a	Milne	Brit. str.	1392	April 5	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	16th, 3 p.m.
Bombay	h	Webb	Brit. str.	749	Feb. 12	Kwok Acheong	Amoy	Sanda's Slip
Cheang Hock Kian	h	Alberston	Brit. str.	966	Mar. 14	Bun Hin Chan	Yokohama	13th, daylight
China	h	Young	Brit. str.	1036	April 11	P. & O. S. N. Co.	Coast Ports	Tug Plying
Douglas	h	Stoppant	Brit. str.	864	April 8	Douglas Lapraik & Co.		
Fame	h	Shultz	Brit. str.	117	April 5	H. K. & W'poo Dock Co.		
Feronia	h	Waring	Brit. str.	1115	April 5	Siemssen & Co.		
Gordon Castle	h	Goode	Brit. str.	1281	April 9	Adamson, Bell & Co.		
Hailong	h	Zubiquirre	Span. str.	274	April 10	Douglas Lapraik & Co.	Tamsui, &c.	18th inst.
Leyte	h	Marshall	Brit. str.	312	April 8	Russell & Co.		McD.'s Slip
Loudon Castle	h	Clark	Brit. str.	165	April 9	Adamson, Bell & Co.		
Maharajah	h	Munoz	Span. str.	994	April 8	Siemssen & Co.	Bangkok	
Marineville	h	Ricards	Brit. str.	425	Mar. 27	Remedios & Co.	Manila	K' on Dock
Merionethshire	h	Butcher	Brit. str.	1254	April 9	Dunn, Melbye & Co.	Yokohama & Higo	To-day
Moray	h	Walker	Brit. str.	1427	April 26	Kwok Acheong	S'pore, Calcutta, &c.	16th, 3 p.m.
Norma	h	Nagel	Ger. str.	606	June 28	Remedios & Co.	Haiphong	To-morrow
Olympia	h	Cain	Brit. str.	777	April 9	Melchers & Co.	Manila	To-morrow
Penedo	h	Hyde	Brit. str.	652	April 8	Melchers & Co.	Saigon	To-morrow
Pernambuco	h	Haydon	Amer. str.	643	April 24	China Traders' Insurance Co.	Europe, &c.	To-morrow
Sea Gull	h	Nisbet	Brit. str.	1262	April 8	P. & O. S. N. Co.	Swatow	at daylight
Taiyot	h	Torbeck	Brit. str.	1071	April 8	O. M. S. N. Co.		
Thibet	h	Hawthorne	Chil. str.	514	April 9	Kwok Acheong		
Tung Ting	h	Weggin	Brit. str.	286	April 9	Russell & Co.		
Zephyr	h	Heuer	Brit. str.					
Sailing Vessels								
Abbie N. Franklin	h	Howes	Amer. bge.	460	Mar. 6	Captain	Saigon	
B. F. Watson	h	Hawkins	Amer. bge.		Mar. 8	Butterfield & Swire	San Francisco	
Black Hawk	h	Boylard	Amer. sh.	1126	Jan. 13	Vogel & Co.	San Francisco	
Charmar	h	Lucas	Amer. sh.	1333	Jan. 8	Russell & Co.	San Francisco	Cleared
Clurnum	h	Johnson	Amer. bge.	1886	Mar. 9	Vogel & Co.		
Edward May	h	Jurgensen	Ger. bge.	928	April 19	Steu. R. Stevens & Co.		
Emil Julius	h	Morrell	Ital. bge.	501	Mar. 19	Melchers & Co.		
Emilio V.	h	Burgwaldt	Ger. 3m. str.	724	Mar. 23	D. Museo & Co.	Hamburg	
Formosa	h	Walter	Ger. bge.	282	Feb. 6	Vogel & Co.	Cheloo	Wanchai Pier
Friedrich Perthes	h	Wiltshire	Brit. str.	446	April 8	Siemssen & Co.	New York	
Golden Rule	h	Lewis	Amer. sh.	898	Mar. 10	Gilman & Co.		
Highlander	h	Rutcliffe	Amer. sh.	1195	Mar. 7	Vogel & Co.		
Jacobine	h	Bang	Ger. bge.	1852	June 18	Vogel & Co.	San Francisco	
Ponoboot	h	Chilman	Amer. bge.	417	Mar. 18	Butterfield & Swire		
Onesida	h	Olyma	Brit. str.	1133	Feb. 23	Butterfield & Swire		
Orange Grove	h	Longmuir	Brit. str.	2293	Mar. 16	Captain		
Phiston	h	Chobell	Brit. str.	385	Mar. 21	Steu. R. Stevens & Co.		
Queen of India	h	Carry	Brit. str.	576	April 10	Wielor & Co.		
Republic	h	Holmes	Amer. sh.	890	April 10	Adamson, Bell & Co.	Honolulu	
Stracathro	h	Miller	Brit. str.	1361	Mar. 1	Vogel & Co.	London	
Sumaride	h	Tobiasen	Norw. sh.	1158	Dec. 1	Vogel & Co.		
Sumatra	h	Lough	Amer. sh.	943	Jan. 8	Russell & Co.	Nientin	
Taiwan	h	Jessen	Ger. bge.	1090	Sept. 9	Arnhold, Karberg & Co.	New York	
Thos. A. Goddard	h	Smith	Amer. bge.	873	April 9	Russell & Co.	Victoria (V. I.)	
Thomas Fletcher	h	Pendleton	Amer. bge.	682	Jan. 23	Captain	Bangkok	Cleared
Crano	h	Berg	Norw. bge.	645	Feb. 20	Arnhold, Karberg & Co.	Tientsin	
Victory	h	Whiting	Brit. str.	490	Mar. 6	Eduard Schellhaas & Co.	Portland (Oregon)	Coast Dock
W. H. Holcomb	h	Dunton	Amer. bge.	255	April 28	Rozario & Co.		
WHEAMPOA								
Johann Friedrich		Kroncke	Ger. bge.	242	Mar. 31	Wielor & Co.	Nientin	
CANTON								
China		Ackermann	Ger. str.	648	April 10	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ashuelot	h	U. S.	corvette	1370	6	700	Feb. 12	Geo. H. Perkins
Cocmao	h	French	corvette	684	4	120	April 10	Dumas Keno
Fly	h	British	gun vessel	1680	8	70	Dec. 21	M. McNeil
Frya	h	German	corvette	692	4	100	April 9	Von Noetz
Frolic	h	British	gun vessel	8787	14	800	April 7	Stuart N. Rickman
Iron Duke	h	British	Flag-ship (iron clad)	1029	8	400	Mar. 15	Henry Cleveland
June	h	British	corvette	700	3	95	Mar. 26	James A. Poland
Lily	h	British	gun vessel	774	3	160	April 9	R. E. Cochrane
Magpie	h	K. D.	gun vessel	2691			April 6	R. H. Napier